

**APPENDIX R:**  
**PROJECT INFORMATION MEETING**  
**HAND OUT MATERIALS**  
**PRESENTATION**



**Fold and Tape Completely Before Mailing**

# Scoping Period Comment Form



**CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY**

c/o **HNTB**

1330 Broadway, Suite 1630  
Oakland, CA 94612

Place  
Stamp  
Here

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814



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# PROJECT INFORMATION MEETING

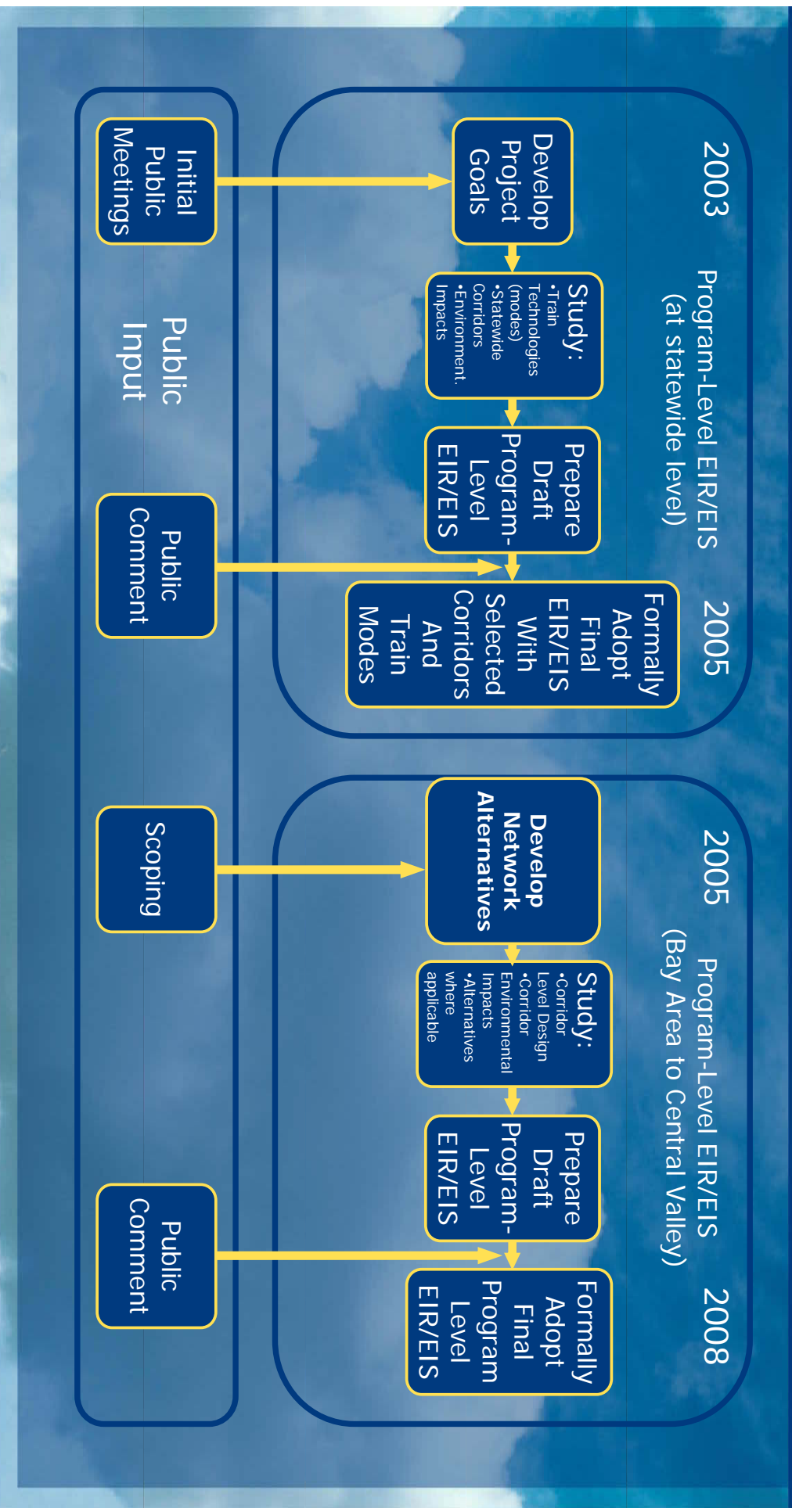
*San Francisco to San Jose  
High-Speed Train Project EIR/EIS*



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# Program Level Process



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## Environmental Process

2009

### San Francisco to San Jose EIR/EIS

2012

Purpose and  
Need for HST  
Project

#### Alternatives Analysis:

- Develop Alternatives and Design Options
- Assess the Environmental and ROW Constraints and Impacts
- Select Alternatives to be Included in the EIR/EIS
- Prepare Alternatives Analysis Report

Prepare San  
Francisco to  
San Jose  
HST Draft  
EIR/EIS

Formally  
Adopt San  
Francisco to  
San Jose  
HST Final  
EIR/EIS

SCOPING

PUBLIC &  
AGENCY  
OUTREACH

PUBLIC  
COMMENT



California High-Speed Rail  
Authority





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## SCOPING PROCESS

### Scoping Objectives

- Identifies Affected Public / Agency Issues
- Addresses Environmental Impacts and Mitigation
- Outlines the Key Steps in the Environmental Process

### **Comment Period: Open through April 6, 2009**

- Receive Written Comments
- Web-Based Commenting (Send to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov))
- Develop Scoping Report



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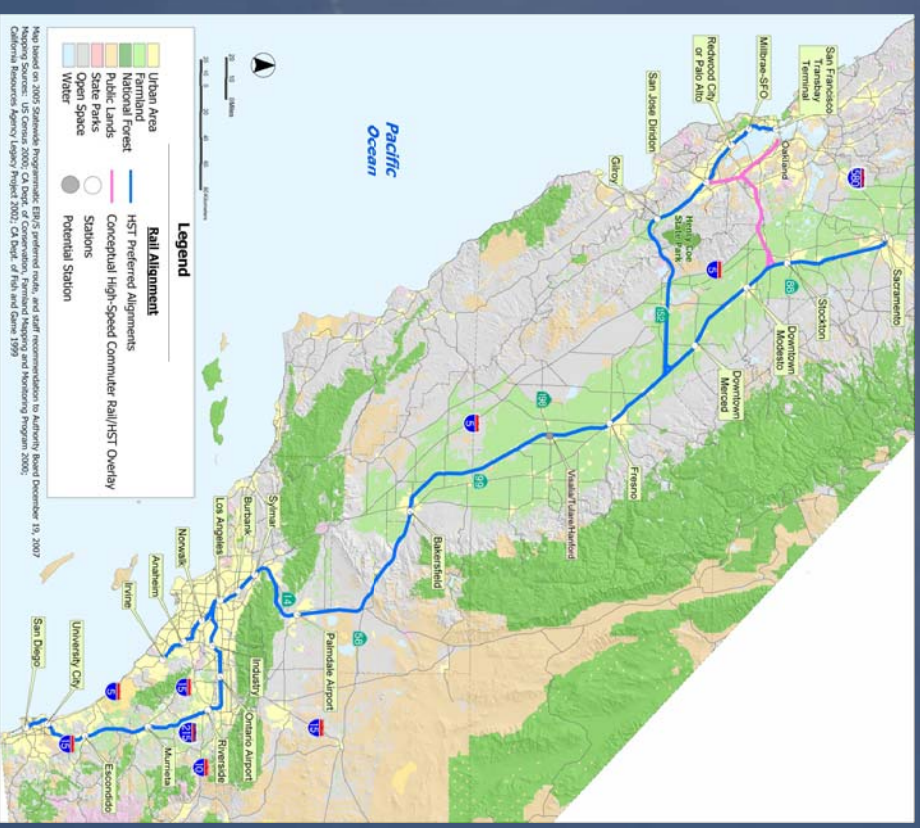




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## STATEWIDE PROGRAM EIR/EIS

- 800 miles
- Connects Northern and Southern California
  - Service to:
    - Los Angeles
    - Orange County
    - Inland Empire
    - San Diego
    - Central Valley
    - San Francisco Bay Area
    - Sacramento
- San Francisco to Los Angeles: less than 2 hrs. 40 min.



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## LEAD AGENCIES

### STATE

- California High-Speed Rail Authority
  - California Environmental Quality Act (CEQA)Lead Agency

### FEDERAL

- Federal Railroad Administration
  - National Environmental Policy Act (NEPA)Lead Agency



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## HIGH-SPEED TRAINS - TECHNOLOGY

- State-of-the-art System
  - Steel-wheel-on-steel-rail
- Fully Grade Separated
  - No vehicles/No pedestrians
- Double tracked with offline stations allowing for express service
- Proven reliable/safe technology
  - Operational throughout Europe and Asia
- HST trains will operate at reduced speeds between San Francisco and San Jose



France—TGV



Germany—ICE



Japan—Shinkansen



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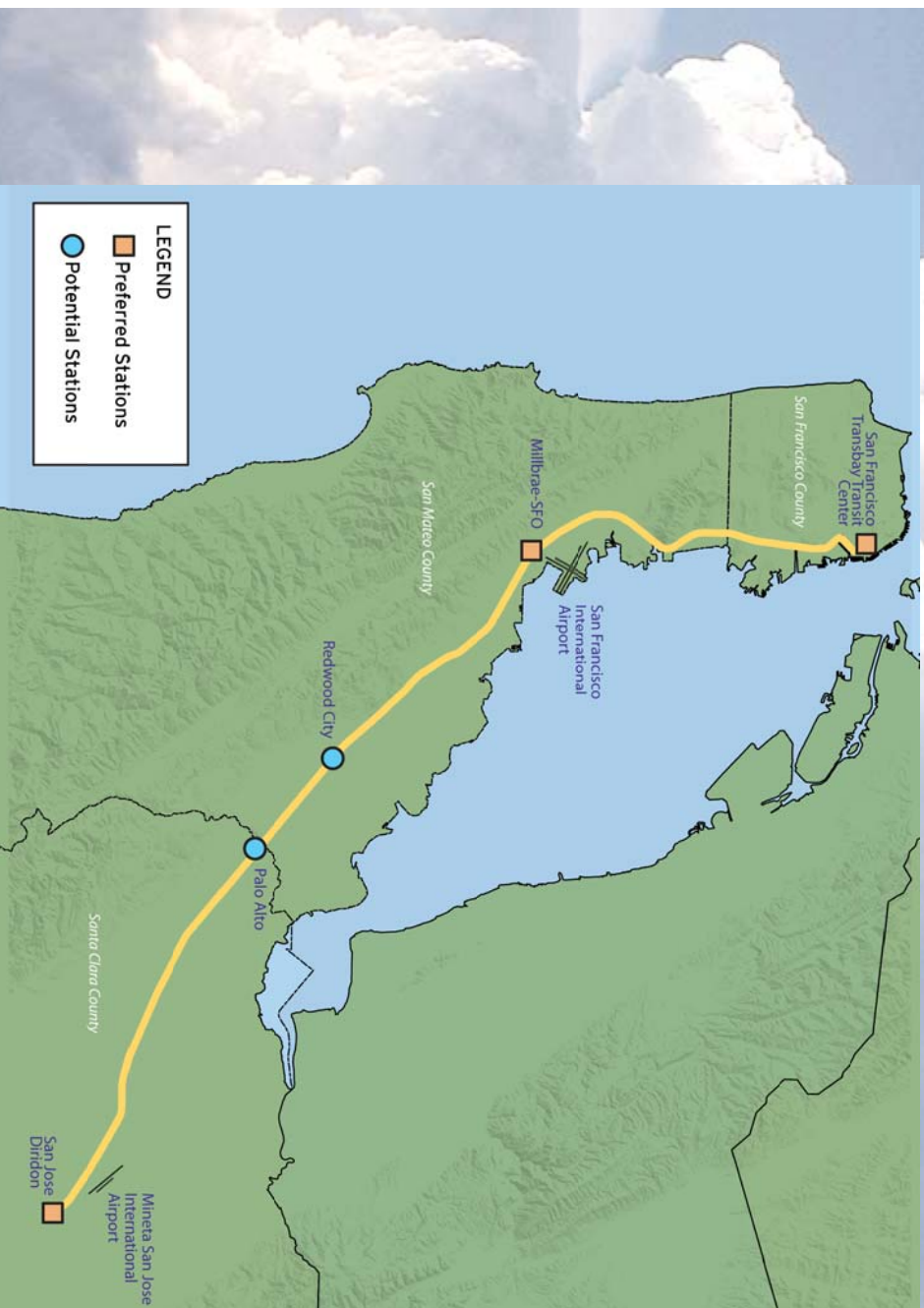


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# SAN FRANCISCO TO SAN JOSE STUDY AREA & EXPRESS TRAVEL TIMES

San Francisco  
to  
San Jose

30 minutes



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## WHY A PROJECT-LEVEL EIR/EIS?

- Tiers from approved statewide program EIR/EIS and approved Bay Area to Central Valley HST program EIR/EIS
- Addresses State/Federal environmental requirements
- Considers environmental impacts at a site-specific level of detail
- Evaluates the corridor alignment selected in the Bay Area to Central Valley HST Program EIR/EIS
- Analyzes various project alternatives (including numerous local grade separation projects)
- Provides for Transit Hubs/Intermodal Centers at:
  - Preferred Stations at **Transbay Transit Center**, **Millbrae**, **Diridon**
  - Potential Station at either Redwood City or Palo Alto



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## **ENVIRONMENTAL STUDIES TO BE INCLUDED IN THE EIR/EIS:**

- Air Quality
- Noise/Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7 or Section 10, 2081 Permit
- Wetlands/Waters of the United States—Sections 401 & 404, 1600
- Community Impacts/Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic/Archeological Resources—Section 106
- Construction Impacts
- Cumulative Impacts
- Visual Quality & Aesthetics
- Hazards and Hazardous Materials
- Flood Hazards, Floodplains, and Water Quality



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## PROJECT ALTERNATIVES TO BE DISCUSSED IN EIR/EIS

- **No-Build/No-Project Alternative**
  - No Major Capacity Enhancement
  - Implement Funded Improvements Only
- **High-Speed Train Alternatives**
  - Statewide HST Alternative (Linking Entire System)
  - HST Alignment and Station Options
  - Provides for Local Grade Separations



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## KEY HIGH-SPEED TRAIN ISSUES

- Wayside Noise and Vibration
- Historical and Cultural Resources, including train stations
- Community Character – visual, land use and noise compatibility
- Accessibility of Stations from Local Communities
- Connectivity with Other Modes of Travel
- Constructability of the HST System
- Power Supply / Energy Requirements
- Right-of-Way Constraints
- Safety and Security
- Station Development



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## PROJECT-LEVEL EIR/EIS EVENTUAL OUTCOME ?

- Authority/FRA - Approves Project-level CEQA/NEPA Documentation
- Provides for a Precise Corridor Alignment
- Provides for Several Stations to be Developed
- Identifies Corridor/Right-of-Way Requirements
- Supports Local Community Land Planning
- Avoids/Reduces/Mitigates Environmental Impacts



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## CONTACT INFORMATION

### Comment by Mail/Fax

Attn: San Francisco to San Jose HST Project EIR/EIS  
925 L Street, Suite 1425  
Sacramento, CA 95814  
Fax (916) 322-0827

### Comment by E-mail

Email: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

Subject line: San Francisco to San Jose HST  
For questions, call project information line at  
(510) 587-8640



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# San Francisco to San Jose High-Speed Train Project EIR/EIS



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

## ***The Environmental Review Process—Where Are We Now?***

In July 2008, the California High-Speed Rail Authority (Authority) selected the Pacheco Pass–San Francisco and San Jose alternative as the preferred corridor and alignment for the future High-Speed Train (HST) service. The selected alignment uses the Caltrain rail right-of-way, between San Francisco and San Jose along the San Francisco Peninsula. Stations are proposed in San Francisco, Millbrae, and San Jose, with another potential station in either Redwood City or Palo Alto. In December 2008, the Authority issued a Notice of Preparation (NOP) and the FRA issued a Notice of Intent (NOI) for a Project EIR/EIS for the San Francisco to San Jose section of the HST system initiating the state environmental review process under the California Environmental Quality Act (CEQA) and the federal environmental review process under the National Environmental Policy Act (NEPA). The Project EIR/EIS will examine site-specific impacts of the preferred alignment, station locations, and HST operations between San Francisco and San Jose, and will identify specific mitigation measures as necessary. This public scoping effort is intended to collect information on potential impacts, mitigation measures, and project alternatives to help define the scope of evaluation of the project.



## ***Where will the High-Speed Train run?***

The Authority is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from the San Francisco Bay Area and Sacramento in the north, through the Central Valley to Los Angeles, Orange County and San Diego in the south. This fast, safe and reliable system is forecast to carry 93 million passengers annually by the year 2030.

### **Purpose of High-Speed Train System**

- Provide a new mode of high-speed intercity travel to link major metropolitan areas.
- Interface with international airports, mass transit and highways.
- Offer alternative transportation in a manner sensitive to and protective of the State's unique natural resources.
- Develop a practical and economically viable transportation system, with phased implementation that would generate revenues in excess of operations and maintenance costs.

### **Need for the High-Speed Train System**

- Forecasted 40-50% state population growth by 2030.
- Increased demand for region-to-region transportation.
- Travel delays and traffic congestion on local highways and at airports at a cost of \$20 billion per year.
- Poor and deteriorating air quality and pressure on natural resources as a result of expanded highways and airports.
- Congestion costs approximately \$20 billion annually in wasted fuel and lost time for commuters.



## Existing High-Speed Trains



Britain, France, Belgium—Eurostar



Germany—ICE



Japan—Shinkansen

### System Benefits

High-speed trains will have many benefits.

- **Protecting our environment:** by eliminating over 12 billion pounds of greenhouse gas emissions.
- **Reduce dependency on fossil fuels:** up to 12 million barrels per year.
- **Enhancing the economy:** by creating as many as 450,000 permanent jobs in California by 2035 through the anticipated economic growth brought by train system.
- **Making better connections:** by providing a safer, faster and more cost efficient alternative to air travel and will help relieve overcrowding at local airports.
- **Improve existing infrastructure:** by removing existing at-grade crossings, installing fencing, new signaling systems, and additional tracks.
- **Providing passenger cost savings:** by providing lower intercity passenger costs than travel by air or auto.

### Environmental Issues to Be Analyzed Include:

- Air Quality
- Noise / Vibration
- Traffic and Circulation
- Land Use, Development, Planning, & Growth
- Biological Resources—Section 7 or Section 10, 2081 Permit
- Wetlands / Waters of the U.S.—Sections 401 & 404, 1600
- Community Impacts / Environmental Justice
- Parks and Recreational Facilities—Section 4(f)
- Historic / Archeological Resources—Section 106
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- Visual Quality & Aesthetics
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- Flood Hazards, Floodplains, and Water Quality

### California High-Speed Rail Authority

925 L Street, Suite 1425  
Sacramento, CA 95814  
p: (916) 324-1541  
f: (916) 322-0827  
e: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)  
[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

### Federal Railroad Administration

1200 New Jersey Avenue, SE (Mail Stop 20)  
Washington, DC 20590  
p: (202) 493-6368  
[www.fra.dot.gov](http://www.fra.dot.gov)



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### Get Involved

The California High Speed Rail Authority has initiated a project environmental review for the HST from San Francisco to San Jose. Scoping meetings are an opportunity to learn about the project, and to provide input on issues and alternatives to be considered in the environmental document.

You can also provide written and e-mailed comments to the California High-Speed Rail Authority.



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HIGH-SPEED RAIL  
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# PROJECT INFORMATION MEETING

City of Millbrae  
Chetcuti Community Room  
7:00 – 9:00 pm

## Welcome . . .

The purpose of our project information meeting is to provide you with an opportunity to learn about the California High-Speed Rail Authority's (CHSRA) project segment between San Francisco and San Jose, with preferred station stops in San Francisco (Transbay Transit Center), Millbrae (existing Millbrae BART/Caltrain Station) and San Jose (Diridon Station), as well as a potential station stop in either Palo Alto (existing Caltrain Station) or Redwood City (existing Caltrain Station).

We encourage you to provide your feedback on areas of interest or focus as it pertains to the Environmental Impact Report/Statement. Your comments and ideas are important to us, so please visit the **Comment Stations** to learn more about the proposed project and provide us with your feedback!

### Agenda

**Welcome/Introductions** - Mayor of Millbrae, Robert Gottschalk

**Project Overview** - Dominic Spaethling – Regional Program Manager/San Francisco to San Jose Section

**Presentation** - **Tim Cobb** – Project Manager/San Francisco to San Jose Section:

**Questions & Answers** – Tim Cobb/Dominic Spaethling

**Open House** – Review Comment Station Boards/Provide Comments

### Comment Stations

- ✓ Station – Public Participation - How to Comment
- ✓ Station – Project Process
- ✓ Station – Statewide High-Speed Rail Route
- ✓ Station – San Francisco to San Jose Section Map
- ✓ Station – What Are High-Speed Trains
- ✓ Station – Purpose and Need
- ✓ Station – Caltrain Corridor
- ✓ Station – Key Issues
- ✓ Station – Environmental Issues of Concern
- ✓ Station – Project Alternatives to Discuss in EIR/EIS
- ✓ Station – Grade Separations
- ✓ Station – Typical Structure Along Alignment
- ✓ Station – ROW Corridor (Plan/Profile Books)

Comment sheets are available at the *Comment Stations*. **Please fill out a comment sheet.** Completed forms may be handed to any staff member, deposited in comment boxes, or mailed by April 6, 2009 to the address listed below.

#### **To submit comment sheets by mail send to:**

Mr. Dan Leavitt - Deputy Director  
ATTN: San Francisco to San Jose HST Project  
EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

#### **For more information:**

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)

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HIGH-SPEED RAIL  
AUTHORITY

# PROJECT INFORMATION MEETING

City of Palo Alto  
Mitchell Park Community Center  
7:00 – 9:00 pm

## Welcome . . .

The purpose of our project information meeting is to provide you with an opportunity to learn about the California High-Speed Rail Authority's (CHSRA) project segment between San Francisco and San Jose, with preferred station stops in San Francisco (Transbay Transit Center), Millbrae (existing Millbrae BART/Caltrain Station) and San Jose (Diridon Station), as well as a potential station stop in either Palo Alto (existing Caltrain Station) or Redwood City (existing Caltrain Station).

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### Agenda

**Welcome/Introductions** - Jim Keene, City Manager – Palo Alto and Steve Emslie, Acting Deputy City Manager

**Project Overview** - Dominic Spaethling – Regional Program Manager/San Francisco to San Jose Section

**Presentation - Tim Cobb** – Project Manager/San Francisco to San Jose Section:

**Questions & Answers** – Tim Cobb/Dominic Spaethling

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***Thank you for coming!***



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

# PROJECT INFORMATION MEETING

City of Redwood City  
Veteran's Memorial Senior Center  
7:00 – 9:00 pm

## Welcome . . .

The purpose of our project information meeting is to provide you with an opportunity to learn about the California High-Speed Rail Authority's (CHSRA) project segment between San Francisco and San Jose, with preferred station stops in San Francisco (Transbay Transit Center), Millbrae (existing Millbrae BART/Caltrain Station) and San Jose (Diridon Station), as well as a potential station stop in either Palo Alto (existing Caltrain Station) or Redwood City (existing Caltrain Station).

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### Agenda

**Welcome/Introductions** - Peter Ingram – City Manager, Redwood City

**Project Overview** - Dominic Spaethling – Regional Program Manager/San Francisco to San Jose Section

**Presentation - Tim Cobb** – Project Manager/San Francisco to San Jose Section:

**Questions & Answers** – Tim Cobb/Dominic Spaethling

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***Thank you for coming!***